

Citadel Avenue Extended -- No. 500310

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Rockville
None

Date Last Modified
Required Adequate Public Facility

January 6, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	555	260	18	277	35	242	0	0	0	0	0
Land	2,456	31	2,425	0	0	0	0	0	0	0	0
Site Improvements and Utilities	183	1	0	182	57	125	0	0	0	0	0
Construction	2,213	0	568	1,645	0	1,645	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	5,407	292	3,011	2,104	92	2,012	0	0	0	0	0

FUNDING SCHEDULE (\$000)

EDAET	97	97	0	0	0	0	0	0	0	0	0
G.O. Bonds	5,039	195	2,810	2,034	92	1,942	0	0	0	0	0
Development Approval Payment	99	0	99	0	0	0	0	0	0	0	0
Intergovernmental	172	0	102	70	0	70	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				16	0	0	4	4	4	4	0
Energy				4	0	0	1	1	1	1	0
Net Impact				20	0	0	5	5	5	5	0

DESCRIPTION

This project provides an extension of Citadel Avenue from its current terminus south of Marinelli Road, to Nicholson Lane, a distance of approximately 650 feet. The road will align with Huff Court and eventually become a section of Chapman Avenue in accordance with the master plan. This road will be a two-lane business street consisting of a 40-foot wide roadway within a 70-foot right-of-way. The design will include a sidewalk on the west side of the roadway, streetlighting, parking on both sides, three retaining walls, and street trees between the curb and sidewalk.

Service Area

North Bethesda - Garrett Park

Capacity

Upon completion, the road will have a capacity of 15,000 vehicles per day.

JUSTIFICATION

This project will provide a framework for local-circulation vehicle trips including shuttles, and will not compete with Nebel Street for north-south internal trips. This segment will provide a direct link between the Washington Metropolitan Area Transit Authority (WMATA) Metro Station at White Flint, the White Flint North Development, and White Flint Mall. The project will also provide another link in the proposed master-planned local circulation network.

Plans and Studies

The Department of Public Works and Transportation (DPWT) prepared a study titled "Chapman Avenue Final Report" in December 1996. This study recommended that Chapman Avenue (of which Citadel Avenue is a segment) be extended south from Bou Avenue to connect to the proposed extension of Executive Boulevard. This recommendation is consistent with the approved North Bethesda-Garrett Park Master Plan. A pedestrian impact analysis has been completed for this project.

Cost Change

Cost change is due to escalated land acquisition costs (\$1.4m) and increased construction cost.

STATUS

Final design stage.

OTHER

The project scope remains the same. The Intergovernmental funding represents WSSC's share of the cost of relocating the 66-inch water main by the County as part of the construction contract.

APPROPRIATION AND EXPENDITURE DATA

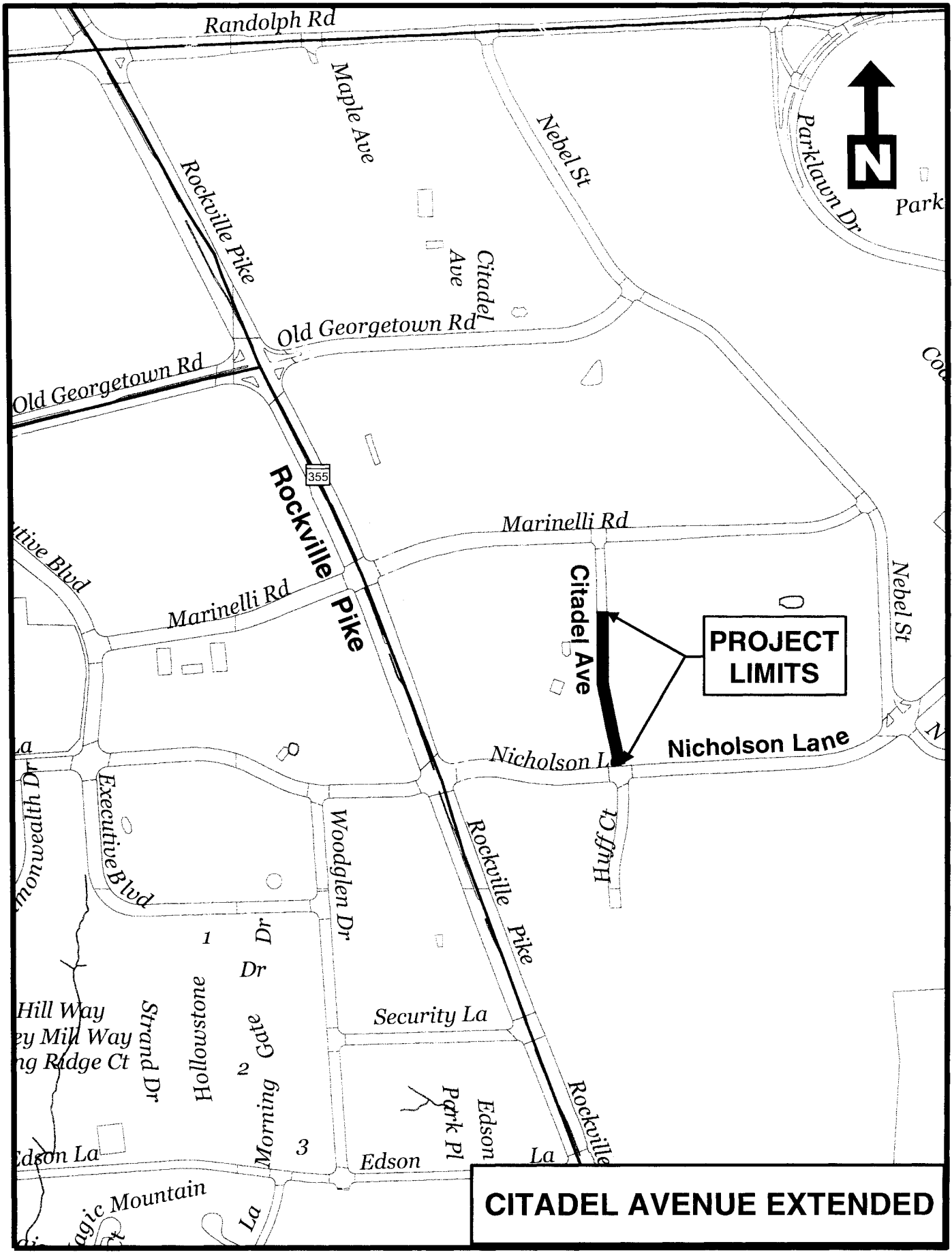
Date First Appropriation	FY03	(\$000)
Initial Cost Estimate		3,050
First Cost Estimate		
Current Scope	FY05	3,855
Last FY's Cost Estimate		3,855
Present Cost Estimate		5,407
Appropriation Request	FY07	1,552
Appropriation Request Est.	FY08	0
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		3,855
Expenditures/ Encumbrances		299
Unencumbered Balance		3,556
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning
Commission
Washington Suburban Sanitary Commission
PEPCO
Department of Permitting Services
Annual Sidewalk Program

MAP

See Map on Next Page



CITADEL AVENUE EXTENDED